









## LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Thursday, the 14th inst., at 3 p.m.

## BUSINESS.

1. Sanitary Bye-Law. (Cleansing and Lime-whiting).
2. Second reading of the Bill entitled An Ordinance to provide for the better enforcement of discipline among the subordinate staff in the Civil Medical Department.
3. Third reading of the Bill entitled An Ordinance to repeal all Ordinances for the Naturalization of Persons, as British Subjects within this Colony and to make provision for the Preservation of the Rights of such Persons.
4. Committee on the Bill entitled An Ordinance to amend and amend the laws relating to Public Health in the Colony of Hong-kong.

## AT THE MAGISTRACY.

## ARMS.

Before Mr. Hareland this morning the Yau Hang Arms Shop were summoned for removing a quantity of arms without having a permit, and with not entering the arms in the stock books.

Mr. Mounsey appeared for the defence. His Worship fined the defendants \$20 on each of 28 summonses, in all \$560 for the offences.

## REMOVING SAND FROM CHUNG HON YAY.

Three masters of cargo boats were charged by P. C. Smith before Mr. Kemp this morning with unlawfully removing sand from the hillside at Chung Hon Yai, without having a permit from the Director of Public Works, yesterday. The first defendant was also charged with using his cargo boat in the water of the Colony without a license, yesterday.

The defendants pleaded guilty and they were each fined \$15 or fourteen days hard labour on each of 14 offences, and the first man was fined \$5 or 7 days hard labour.

## BRIGANDAGE AROUND TIENTSIN.

The P. & T. Times of March the 2nd says:—The country around Tientsin is becoming increasingly disturbed, several foreigners have been done to death within a short distance of here. In one instance an American saloon-keeper joined some disreputable Chinese in an attempt to extort money from a certain village, and brought upon himself a terrible fate. The Chinese seized him and cut off ears, nose, tongue, etc., and finally hacked him to pieces. In another instance three Germans who went into the country to purchase cattle, taking with them a large sum of money, were attacked and killed, the Chinamen with them escaping and bringing word back to the Settlements. A German force promptly went out and burnt down the village, killing a number of the boxer troops who were attacking the foreigners. We also hear that two Indian troops who went out from Tung-chow on a racket of their own, were attacked, one being killed and the other rescued by Italian outposts. Of course in cases where men break bounds and go on the pillage one cannot marvel at tragic results. But we decline to believe that the raids made upon villages round by certain foreign troops in order to replenish their commissariat supplies, is altogether responsible for the dangerous state of the country. At times the Chinese are undoubtedly provoked; but the incessant pillaging and cruel oppression going on among themselves, even in the City, proves that the country is infested with disbanded soldiers and boxers who have come to the end of their resources, and are now carrying on a desperate and ill-handled game of murder and plunder as a livelihood.

## PEKING NEWS.

## PEKING, 8th March.

THE LEGATION AREA.  
The Legation Quarter has been settled in principle; the location of the Customs will be amicably arranged.

THE MISSIONS TO EUROPE.  
The Embassy to Germany is delayed. The deputy appointed to the mission of condolence to London is not acceptable; meantime the reinforcement of those who died in the Legations during the siege takes place to-morrow (Saturday).

WEIHAIWEI TO AWAKE.  
We learn with great pleasure that Mr. Chamberlain, Colonial Secretary, has instructed the Commissioner at Weihaiwei, Colonel Dowdall, to apply the Ceylon Mining Laws to the new Colony if he finds them suitable, and there is thus every chance of the development of Weihaiwei being actively taken in hand, with favourable results.—N. C. Daily News.

## WEDDING OF THE YOUNG QUEEN OF HOLLAND.

The wedding of Queen Wilhelmina and Duke Henry was celebrated at The Hague on the 7th of February amid scenes of unexampled popular rejoicings. Enormous crowds gathered in the streets to witness the Royal procession to the Grote Kerke, where the religious ceremony took place, and the bride and bridegroom were welcomed with frantic cheering. The weather was fine. The civil ceremony took place in the Royal Palace at a quarter of eight. After this ceremony which was of the simplest character, the Queen and Duke Henry drove in state to the Grote Kerke. The gift state carriage, drawn by eight horses, was used, and a strong force of cavalry formed the escort. Inside the church the picturesque and varied uniforms and dresses, with the bright decorations of draperies, flowers, and foliage made a most brilliant picture. After the chaplain had addressed the Royal couple and the nuptial benediction had been pronounced, the bride and bridegroom exchanged gold rings, according to the Dutch custom, and the whole wedding party then proceeded to the reception-room attached to the church, where the Queen tenderly embraced, first her mother and then her husband. Duke Henry afterwards kissed the Queen-Mother. The bridegroom, likewise, in his turn, kissed his wife and his own mother. The newly-wedded pair, having received the congratulations of the members of their families, as before. The public rejoicing at the wedding of the young Queen is finding expression in all parts of the Netherlands, from the little villages of the moorland country to the settlements in the East Indies. In this country the interest excited by the marriage cannot but suggest memories of close ties which for centuries have existed between the British and Dutch peoples, and which have survived not a few contests in which both sides have borne themselves manfully and gloriously. To-day a passing cloud, these happy relations, but we may say, such clouds have gathered before, and yet the identity of spirit which characterizes the two peoples has always asserted itself again.

## AUSTRALIAN CONTINGENT AT TIENTSIN.

Very general regret will be felt that the close of the winter also brings to an end the stay of the Australian Contingent. The men have not done the work they came to do and expected to do, but they have rendered service to Tientsin which has been more thoroughly appreciated by civilians and the Military Authorities responsible for the good discipline and order of the Settlements, than if they had been winning laurels on the battle-field. By the tact, good-temper and admirable discipline they have displayed while undertaking the policing of Tientsin, they have considerably lightened the responsibilities of their officers, and won admiration and respect from all, and they will as a body carry back with them to the Colonies a reputation of which they may feel justly proud. We shall remember them always with the kindest possible recollections.—P. & T. Times.

## A SIDELIGHT ON INDIA.

Few home-keeping Englishmen realise at all adequately the extent of the revolution that has been wrought—for good and evil both—in that vast dependency which we are accustomed to think of as "the brightest jewel in the English crown." Incidents like the Poona murders in 1897 occasionally rouse us to wonder for a moment whether our rule there has been quite the unalloyed success that we imagine, but trouble rarely reaches the point of active rebellion, and so we imagine that all is well. The impetuosity of the so-called National Congress carry no conviction and inspire no respect, and the vernacular press, for whose freedom Liberals at home fought and won so hard a battle, has abused that freedom to its irretrievable discredit, so that any well-founded discontent, supposing it to exist, has no reliable mouthpiece. The English press depends for its matter and its public for the most part upon officialdom, and bitterly resents its comments upon the policy of the present Viceroy abundantly show—any reflection upon its clients, so the penetrating criticism is to be looked for in that quarter; while the non-official Europeans are neither numerous enough nor sufficiently ready with their pens to gain a hearing. The globe-trotter—with rare exceptions, among whom the late G. W. Stevens was conspicuous—do little but accumulate an appalling amount of ignorance upon one side or the other of the controversy between the official and the "Congress-walla," and their writing only serves to darken counsel; while those who really know the country and the defects of its administration look on with something akin to despair. This is not the place to enter upon an exhaustive discussion, but we may, at least, direct attention to one important phase of the subject, and that is the growing and dangerous ignorance of the vernacular languages on the part of the average English official.

The results of this ignorance hardly need to be stated; they are to be found in the growing alienation of the rulers from the ruled, the growing dependence of the European officers upon a rapacious horde of English-speaking native officials, and the fact that the present generation of youthful civilians know much less of the every-day life and interests and prejudices of the native than the far less highly "educated" officers of the old school, who spent their lives in closer contact with them, speaking their language and following their lines of thought with a humorous insight which can be only rightly appreciated by those fortunate ones who were familiar with the old school as well as with the new. Their ears were attuned to niceties of diction and intonation to which the new generation are absolutely insensible; and to hear one of these old-world magistrates and judges try a case was a revelation of intimate and minute acquaintance with the life of the people. The records of trials in these days are, no doubt, compiled with far more literary elegance and faultless logic; but the informing spirit which made the people accept the judgment of the old *sahib*, while they despise that of the new, has vanished, in a general way, completely. We might almost add that on the rare occasions when such ability is detected in these days they are sternly discouraged. It is rarest in the one service where it should be absolutely indispensable—the political; and so was that, after the death of Sir Robert Sandeman were landed in the frontier war of a few years ago; that the whole service could not produce a political capable of conducting the negotiations with the insurgent tribes, and that a pensioned veteran of the old school, Colonel Warburton, had to be recalled to duty for the purpose, after which order was restored with comparative ease. We are not denying that there were no incapables in the old school, or that the central governments, with the faculty which so often characterises such bodies, did not frequently select them for high places, where they discredited their position; but that the rank and file of district officers twenty years ago were linguists of a higher order than they are now, and so were in closer touch with the people, we entertain no sort of doubt. One more fact and we will pass on. Of ten chief commissioners who administered a single Province in eighteen years we understand that only one—and that the oldest—had a real colloquial knowledge of the vernacular of his charge, and two others enough to pass muster; the remaining eight had no practical acquaintance with it whatever, though he had doubtless passed the prescribed examinations, and were, perhaps, fair scholars on paper.

There are some obvious reasons for all this. The enormous increase in office work has undoubtedly put a severe check upon the free intermingling with the people which used to be so characteristic of the old regime. The district officer of the old school, when municipal committees were unknown, went round his headquarters station every morning when he was not on tour, met the principal inhabitants, dealt summarily with questions of sanitation and the like, and afterwards held an informal reception for an hour or so in the verandah of his bungalow, when natives who had grievances could state them sure of an intelligent hearing. Such things are seldom done now. The native and the district officer are out of touch, and the latter requires frequent official admonition to keep up the form of being "at home" to native gentlemen once a week, when the conversation rarely strays beyond commonplace topics within the compass of that officer's vocabulary. Confidence on the side and sympathy on the other there is little or none. Again, the old school used to do their day's work in the vernacular, hearing their papers and passing their orders in the tongue of the people among whom they worked. Now, to say, as she is taught in the Government schools and universities—are as common as blackberries, and all official papers are put up in English and orders passed in the same tongue, to be translated according to the taste and fancy of the *shikdar* (native clerk), who bulks much more largely in popular esteem, and with good reason, than his master. The departmental examinations in the vernacular are, still enough, on paper, but the colloquial portion is almost entirely neglected.

examination centres, and in practice is little more than nominal; yet this is the only part of the examination which is of real importance. Lastly, the old school learned the language among the people who spoke it, while the new are supposed to study it at an English university before coming out, with the result that they acquire an "accent" which very few of them ever succeed in shaking off. It is clear, therefore, that the system is much more to be blamed than individuals for the present deplorable state of things. But that state of things exists, and is one of the most serious factors in the present situation.—E. J.

## A PEAK REMINISCENCE.

The following narrative, like a great many unpleasant things, is true. This has been said for it in the present instance. It was not generally known in Hongkong that Grover married. He was an all-round good fellow ready to spend money on all occasions, ready to make himself generally useful and popular, and to do so, was well known, and if he were married, which was a matter somewhat vaguely understood, what were the odds so long as his wife kept at home? But a man can't have a wife and scarcely ever mention her name, and even Grover's best friends began to grow suspicious when he always avoided the subject. But it came upon them more suddenly than a bolt from the blue when it was one day announced that Mrs. Grover was coming out by the next mail due in a fortnight. And with her came old Hongkong hands fresh from holiday making before they had been away for long. The little Colony had carried its tip at the mention of Grover's wife, for the holiday makers had spared neither tongue nor time in telling what they knew. Who ever saw a Southern girl, said they, who wasn't the same? Even if Mrs. Grover had been all that she might have been, it would have made small difference. This, at least, the Colony declared, and they knew it. Did Grover think, they questioned indignantly, that he was going to hoodwink them? What possessed him to have her out at all.

"It's disgusting," Mrs. Spiers, wife of a mighty A.S.C. man, said to me. "We used to be so fond of him, but we never thought of this." I couldn't argue with her. Could I tell her it was Grover's business, not hers, as to who and what his wife was, and that probably the white-faced little woman who had suddenly come among us was about as good as most of the other men's wives?

We heard she was dying of something or the other, but she might not have existed at all as far as the feelings of any of Grover's old friends were concerned. After a few weeks he gradually found himself back in his former place, and indeed before two months were over he was as popular as ever, in a lesser way perhaps, as he chose apparently to remain at home in the small red bungalow with the woman who had come out to him, knowing well enough she was giving up the few years still allotted her, but her cry was, "I want at least to be with you when I die," each time he argued with her for his folly in coming out against the doctor's orders.

Mrs. Spiers was religious. This is saying much. For myself, I like her immensely, and so did everybody else, I believe. Great as were her social duties, she did not let them interfere with her of her religion, and she was a member of the Peak church, it was said, on week days when she found the doors open, and the Cathedral saw her at least twice on Sundays when in garb of dazzling expense, she went down punctually each week by the regulation church tram. Grover had been her right-hand man since he had first come from India—he was a Calcutta man born and bred, except for a few years he had unwillingly spent out of it—and she never quite forgave him for suddenly springing a wife upon her, without at least asking her permission first. Up to the time Mrs. Grover had come out, Grover was wont, in silk hat and other Sunday frocks, to take Mrs. Spiers down to church, and she missed these escorts keenly. Spiers himself, who had just got over some brevet honours, entirely sympathised with Grover; he was an easy going, happy man, and he saw no harm in anything that did not immediately harm himself. His wife's religious theories and (this is what I heard afterwards) oftentimes entirely different practices, maddened him at first, but in time he had got used to them. This was the reason that he had made small opposition when his wife remarked she had invited Grover to a torpedo boat expedition that was coming off in a few days.

"Why on earth can't you leave them alone?" he growled. "You know well enough that the poor little woman is dying—can't you let her do as she pleases?" "Die!" repeated Mrs. Spiers, "people of that class are always dying, and besides, I don't think it at all necessary to mention her name to me." "Why not? Don't you suppose—oh, it's not a bit of good talking. You're all alike." He would have liked to have read a chapter out of one of his wife's many books of devotion, on the subject of Christian Charity but, as he said, it would have done no good.

When Grover got the scrap of blue paper with its well known monogram and latter day scrawling, he threw it over to his wife. "You won't go?" she asked him wistfully, after she had read it. "We've only got such a little time together now." "Go! I go! You silly little girl, do you think I leave you now?" he said, though he wondered how he was going to get out of it. He saw Mrs. Spiers some evenings later coming up by the old clock tram, and he walked home with her as he used to do in the old days.

Her entreaties to beg Spiers to let him off, moved him for a while, but he felt he could not do it, and Spiers would most probably listen to his wife before listening to him. There was no help for it.

Not few were the comments on his looks the next forenoon as he headed a group of laughing, respectable Hongkong ladies, Mrs. Spiers being the life and the soul of the whole party. "You're not looking very fit," Spiers said, as he cut an abominable woman-made knot on the sandwich basket. "You shouldn't have come if you didn't feel like it," he added crossly. That Grover would have come at all had never entered his mind—what man would leave a dying wife for a beastly picnic of all things in the world.

"I had no alternative," Grover answered with a stupid laugh. He wouldn't give Mrs. Spiers away even if he had his own husband. He laughed with the rest, cut with them and drank with them, till Mrs. Spiers herself was surprised. She had intended him to feel that he was in her power, but here he seemed to be having a jollier time apparently than anybody else. Spiers was disgusted, for he had not even the faintest suspicion that Grover was well nigh off his head, and no one enlightened him.

At sunset when the fussy little torpedo boat took back her load of tried passengers, Grover was seemingly the merriest among the merry, and if his face looked haggard, no one cared themselves to see it. He fairly raced up the miniature garden of his house with a foreboding of something evil, and fully expecting someone to spring on him with word of which he tried hard not to think of.

His wife welcomed him with a little smile, and the cry he gave at sight of her was pitiful even to the hardened native boy outside the door.

"Perhaps I am not what any of them are," she said that night, "but I don't think I could have done what some of them do—and you say she is so religious."

Grover could say nothing. He thought of the hours he had spent with that woman when he might have been with this poor suffering little creature who had given up her chance of life to be with him. How many times had he wished she had not come out, and even told her so, because it had broken off most of his old connections with Mrs. Spiers and her kind? Now, he asked, were any of them half as good as she? And in the small hours of the morning when her wish was gratified and she died with him at her side, he thought what little use was his regret.

Mrs. Spiers, just returned from a barrack dance, was kneeling besides an open window, deep in the evening devotions of the book of daily prayer.

FATHER O'FLYNN.

## NOTANDA.

## CALENDAR.

## MARCH.

Metorological means based on ten years' observations to 1899.

Barometer..... 30.141  
Thermometer..... 57.3  
Humidity..... 79.6  
Rainfall..... 1.76

## TO-DAY.

On date at 10 a.m. On date at 4 p.m.

Barometer..... 30.28 30.16  
Temperature..... 60 60  
Humidity..... 50 54  
Rainfall..... — —

## TO-DAY.

Wednesday, 13th March, 1901.

Chinese—23rd of 1st moon of 27th year of Kwang-shan.

Sun—Rises..... 6hr. 13min.  
Sets..... 6hr. 13min.  
High water—Morning..... 4hr. 0min.  
Afternoon..... 3hr. 33min.  
Low water—Morning..... 0hr. 0min.  
Afternoon..... 0hr. 0min.

## ANNIVERSARIES.

1508—Cesare Borgia killed.

1868—Attempted assassination of the Duke of Edinburgh at Sydney.

1879—Lutheran Church, Hongkong, opened.

1890—Sanctuary and Valparaiso damaged by earthquake.

1899—The Legation Guard withdrawn from Peking.

1900—Murder by an Indian Soldier at Kowloon.

## TO-MORROW.

Thursday, 14th March, 1901.

Chinese—24th of 1st moon of 27th year of Kwang-shan.

Sun—Rises..... 6hr. 11min.  
Sets..... 6hr. 15min.  
High water—Morning..... 5hr. 0min.  
Afternoon..... 4hr. 0min.  
Low water—Morning..... 0hr. 0min.  
Afternoon..... 0hr. 0min.

## ANNIVERSARIES.

1842—8,000 Chinese troops routed by the British at Tsz-tsi with great slaughter.

1849—Surrender of the Sikhs to the British.

1890—Law Courts at Yokohama opened.

1897—Autonomy of Crete officially conceded.

1899—Bombardment of Samoa by U.S.N.

1900—The Hongkong and Shanghai Bank premises at Peking, completely destroyed by fire.

## AGENDA.

## TO-DAY.

9 p.m.—The Dallas Company at the Theatre Royal.

## TO-MORROW.

Noon—C. & Co.'s steamer *Bisago* leaves for Singapore, Penang and Bombay.

Noon—Meeting of the Shareholders of the Hongkong Kowloon Wharf and Godown Co. Ltd., at their offices.

## FRIDAY, 15th.

Daylight—D. & Co.'s steamer *Thales* leaves for Swatow.

Daylight—N. V. K. steamer *Ilakata* leaves for Kobe and Yokohama.

Cargo ex *Changai* after subject to rent.

## SATURDAY, 16th.

N. D. L. steamer *Nuriling* leaves for German Colonies and Australian Ports.

Noon—P. & O. S. N. steamer *Bengal* with Mails etc. leaves for London.

(About) P. & O. S. N. Co.'s steamer *Chusan* leaves for Shanghai.

5 p.m.—C. M. Co.'s steamer *Diamond* leaves for Manila.

5.30 p.m.—A Regular Meeting of the Perseverance Lodge at the Freemason's Hall.

## SUNDAY, 17th.

St. Patrick's Day.

Daylight—O. S. N. steamer *Daiyu* leaves for Kobe and Yokohama.

## TUESDAY, 19th.

Noon—An Extraordinary General Meeting of the Shareholders of the Union Insurance Society of Canton Ltd., at their office.

## WEDNESDAY, 20th.

Noon—N. D. L. Co.'s steamer *Bayern* with Mails etc. leaves for Southampton.

## SATURDAY, 23rd.

Noon—Meeting of the Shareholders of the China and Manila Steamship Company Ltd., at their offices.

## WEDNESDAY, 27th.

Noon—Meeting of the Shareholders of the China Sugar Refinery Company Ltd., at Messrs. Jardine Matheson & Co.'s offices.

12.30 p.m.—Meeting of the Luzon Sugar Refinery Company Ltd., at Messrs. Jardine Matheson & Co.'s offices.

## THURSDAY, 28th.

Noon—T. K. K. steamer *Nippon Maru* leaves for San Francisco via Shanghai, etc.

## SHIPPING AND MAIL NEWS.

## MAILS DUE.

English (*Chusan*) 15th instant.

Canadian (*Empress of China*) 18th instant.

German (*König Albert*) 19th instant.

American (*Nippon Maru*) 20th instant.

Canadian (*Tartar*) 28th instant.

Canadian (*Albatross*) 1st prox.

The A. L. S. N. Co.'s steamer *Melpomene*, left Singapore for this port on the 10th inst.

The A. L. S. N. Co.'s steamer *Trieste*, left Singapore for this port to-day, the 13th inst.

The Austrian Lloyd's S. N. Co.'s steamer *China*, left Kobe via Moji for this port on the 11th inst.

## HONGKONG AND WHAMPOA DOCK RETURNS.

G.M.S. *Hertha*..... at Kowloon Dock.

U.S.S. *Isle de Luzon*..... " "

U.S.S. *Bennington*..... " "

U.S.S. *Yorktown*..... " "

H.M.S. *Albatross*..... " "

H.M.S. *Arcturion*..... " "

*Glenage*..... " "

*China*..... " "

*Haitan*..... " "

*Chingtu*..... " "

*Lekin*..... " "

*Taiwan*..... " "

*Haitan*..... " "

U.S.S. *Concord*..... Cosmopolitan

*Honam*..... " "

*Nuentung*..... " "

## PASSED THE CANAL.

Outward—12th February—*Gisela*, Japan.

Outward—15th Feb.—*Ernest Simon*, *Hakala*, *Japan*, *Tanaka*, *Trach*, *Asanika*, *Nephene*.

22nd Feb.—*Ajara*, *Konigshagen*, *Kio*, *Oceanic*.

26th Feb.—*Canton*, *Sobran*, *Kong*, *Albert*.

1st March—*Awai Maru*, *Benlud*, *Suzuki*, *Kobe*, 5th March—*Strathairn*, *Dombighishir*, *Cymbeline*, *Ferdene*, *Grosvenor*, *Thyra*, 8th March—*Dagford*, *Sheikh*, *Teresa*.

Homeward—26th February—*Indus*, *Sambha*, *Wakusa Maru*, 1st March—*Hamburg*, 5th March—*Prometheus*, 8th March—*Loa*.

Arrivals at Home—2nd March—*Sechem*, *Wakusa Maru*, *Strathairn*, 6th March—*Saranac*, *Achilles*, *Nordenf*, *Rhipseus*, *Valdivia*, 9th March—*Hamburg*.

## Shipping.

## Arrivals.

ERNEST SIMONS, French steamer, 2,162, G. Durande, 13th Mar.—Marseilles 10th Feb., and Saigon 10th Mar. Mails and General.—Messageries Maritimes.

THALES, British steamer, 820, A. Robson, 13th Mar.—Swatow 12th March, General.—Douglas, Laprak & Co.

TAI FU, German steamer, 1,065, E. Schipper, 13th Mar.—Bangkok 6th Mar.; Rice.—E. A. Trading Co.

HUNAN, British steamer, 1,158, Frazier, 13th Mar.—Chinking 9th March, General.—Butterfield & Swire.

TAKAO, Japanese cruiser, 1,760, Matsuide, 13th Mar.—Amoy 7th March.

TRITOS, German steamer, 1,148, H. Clausen, 13th Mar.—Saigon 8th Mar., Rice.—Siemens & Co.

TOONAN, American steamer, 956, J. Blithen, 13th Mar.—Shanghai 10th Mar., General.—C. M. S. N. Co.

HAILEONG, British steamer, 783, H. Bathurst, 10th March.—Haiphong via Pakhoi and Hoihow 12th March, General.—Douglas, Laprak & Co.

PATROCLUS, British steamer, 3,548, E. G. Dickens, 13th Mar.—Moji 9th Mar., General.—Butterfield & Swire.

HOLSTATH, German steamer, 2,166, O.



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU F. L. Sommer	NAGASAKI, SASEBO, KOBE and YOKOHAMA	FRIDAY, 15th Mar., at Daylight.
TOSA MARU S. J. G. Parsons	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY, 16th Mar., at 4 P.M.
BINGO MARU F. Davies	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Mar., at Daylight.
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Mar., at Noon.
YAMAGUCHI MARU T. Murai	MOJI, KOBE and YOKOHAMA	TUESDAY, 26th Mar., at Noon.
ROSETTA MARU W. Tate	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 29th Mar., at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 9th March, 1901.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FREIBURG Proesch	HAVRE, BREMEN and HAMBURG	About 18th March.
MARBURG v. Binzer	HAVRE and HAMBURG	About 27th March.
SAVOIA Behrens	HAVRE and HAMBURG	About 4th April.
BAMBERG Jacobs	HAVRE and HAMBURG	About 8th April.
SIBIRIA Jacobs	HAVRE and HAMBURG	About 15th April.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &c., apply to CARLOWITZ & Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

## TOYO KISEN KAISHA. U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

Yokohama & Honolulu	at Noon.	City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Tuesday, 30th April, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 23rd April, at Noon.	China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) .....	Saturday, 25th May, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 16th May, at Noon.	THE U.S. Mail Steamship	

## THE U.S. Mail Steamship

"CITY OF PEKING," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

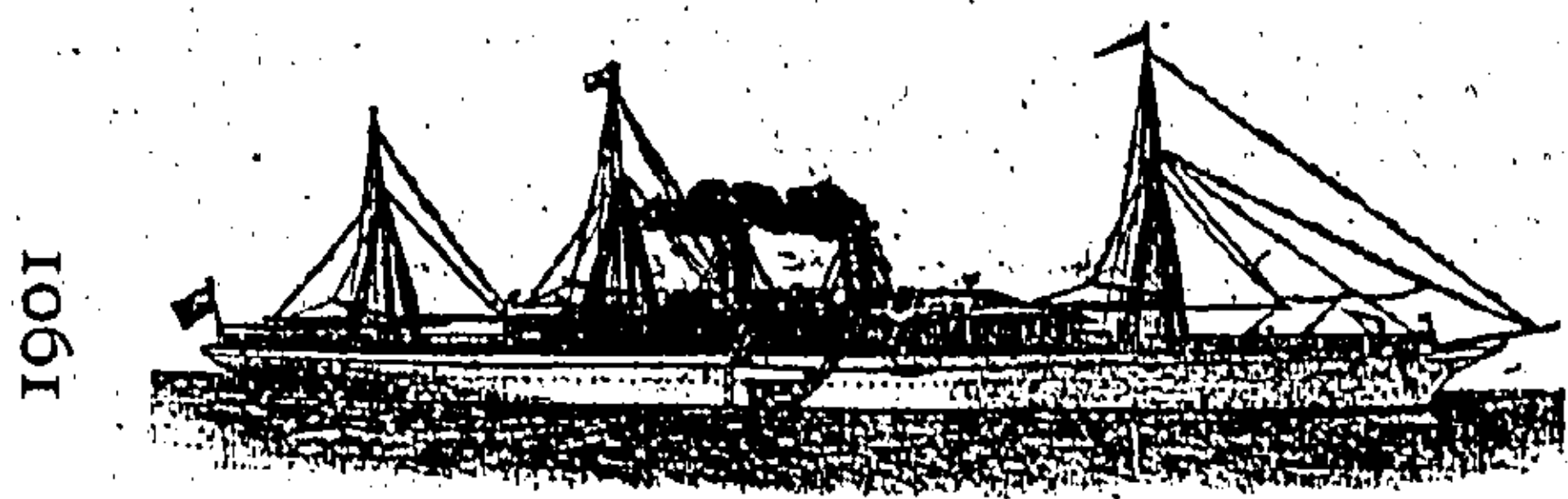
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

## Mails.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 3rd April.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.  
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 15th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 13th March, 1901.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

## THE Steamship

"BENGAL," Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 16th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 2nd March, 1901.

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

**OCCEIDENTAL AND ORIENTAL**  
**STEAMSHIP COMPANY.**  
 TAKING CARGO AND PASSENGERS TO

## THE Company's Steamship

"DORIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 19th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

## PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons. Captains. Proposed Sailings.

Queen Adelaide	2,832	F. McNair	Mar. 29
Clatsop	3,730	W. Frakes	April 1
Clatsop	3,328	J. R. R. e	April 12
Olympia	2,837	J. Truebridge	April 26

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £54.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 9th March, 1901.

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathcyle ..... 5,023 Saturday Mar. 30

## THE Steamship

"STRATHCYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

20th February, 1901.

## NOTICE

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR.	STEAMERS.	TO SAIL.
YOKOHAMA, KOBE and SHIMONOSEKI (AT QUARRY BAY).	"BENLOMOND"	14th instant.
SHANGHAI	"PAKHOI"	16th instant.
MOJI, KOBE and YOKOHAMA	"TAIYUAN"	17th instant.
MANILA	"TAIYUAN"	9th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIYUAN"	9th April.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 12th March, 1901.

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM.	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"TANTALUS"	15th instant.
"	"AJAX"	25th instant.
"	"PYRRHUS"	2nd April.

## HOMEWARDS.

FOR.	STEAMERS.	TO SAIL.
LONDON	"DEUCALION"	19th instant.
"	"STENTOR"	2nd April.
LIVERPOOL (DIRECT).	"IDOMENEUS"	16th April.
(Taking Cargo at LONDON RATES).	"PATROCLOS"	16th instant.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. S.

Hongkong, 12th March, 1901.

## NAVIGAZIONE GENERALE ITALIANA, (Florida and Rubattino United Companies).

STEAM FOR SINGAPORE, PENANG AND BOMBAY. Having connection with Company's Mail Steamers to ADEEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO," Captain Magazzini, will be despatched as above TO-MORROW, the 14th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 13th March, 1901.

## FOR KOBE AND YOKOHAMA.

THE Steamship

"PATHAN," will be despatched for the above Ports, on FRIDAY, the 15th instant.

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 11th March, 1901.

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE," Captain A. Ramsay, will be despatched as above, on SATURDAY, the 16th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 12th March, 1901.

## NORDDEUTSCHER LLOYD.

FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

(Calling at SWATOW, YAP, FRIEDRICH-WILHELMSHAFEN, FINSCHAFEN, HERBERTS-BOHE, TOWNSVILLE, BRISBANE and SYDNEY.)

Taking Cargo at through Rates to SAIPAN, PONAPE, MELBOURNE, ADELAIDE, NEWCASTLE, FREMANTLE, AUCKLAND, WELLINGTON, GIBBORNE, NAPIER, WANGANNI, DUNEDIN and HOBART.

THE Company's Steamship

"NUENTUNG," Captain Gosewisch, will be despatched for the above Ports, on SATURDAY, the 16th instant, instead of as previously advertised.

For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 11th March, 1901.

## THE OSAKA SHOEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 11th March, 1901.

## THE OSAKA SHOEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"AKASHI MARU," Captain K. Sudo, will be despatched as above, on WEDNESDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 6th March, 1901.

## FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"GYMERIC," will be despatched for the above Port about the end of March, 1901, and will be followed by the S.S. "RICHMOND CASTLE," "PATHAN," "FERDINAND," and "LOWTHER CASTLE."

For Freight, apply to DODWELL & CO., LIMITED.

## AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES, to be made into Books for the Children of the Poor.

For further information, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th March, 1901.







**VISITORS AT THE HONGKONG  
HOTEL**

CHINA, German steamer, 1,113, P. Voss, 23 Feb.—Saigon 18th Feb, Rice.—Siemssen & Co.

CHINGTO, British steamer, 2,250, J. E. Williams, 19th Feb.—Sydney via Ports 25th Jan General.—Butterfield & Swire.

DORIC, American steamer, 2,691, Francis Smith, R.N.R., 9th Mar.—San Francisco 9 Feb, Honolulu 16th, Yokohama 1st Mar, Kobe 2nd, Nagasaki 4th, and Shanghai (Wooosung) 7th, Mails, and General.—O. S. S. Co.

FLINTSHIRE, British steamer, 2,109, J. Dwyer, 4th Jan.—Mojoi 30th Dec, Coal.—Mitsubussan Kaisha.

FOON MOON, German steamer, 1,870, Wallis, 3rd Mar.—Saigon 26th Feb, Rice.—Siemssen & Co.

GLENOGLE, British steamer, 2,399, W. Fraker, 25th Feb.—Shanghai 22nd Feb, General.—Dodwell & Co. Ltd.

HAILAN, French steamer, 377, H. Marlis, 6th Mar.—Pakhoi and Hoibow 5th March General.—A. R. Marty.

HAINAN, German steamer, 648, Clausen, 1st Mar.—Chefoo 24th February, General.—Siemssen & Co.

H. H. MEIER, German steamer, 3,205, Prager, 12th Mar.—Tsingtau 6th March Ballast.—Melchers & Co.

INDEPENDENT, German steamer, 871, A. Hall, 7th Mar.—Saigon 28th Feb, Rice and Flour.—Sander, Wierler & Co.

KYOKO MARU, Japanese steamer, 1,640, T. Sakurai, 11th Mar.—Mojoi 5th Mar, Coal.—Mitsubussan Kaisha.

LOYAL, German steamer, 1,337, Lorenzen, 11th Mar.—Bangkok 3rd Mar, Rice.—Sander, Wierler & Co.

MILLOS, German steamer, 1,604, Niemann, 12th Mar.—Portland, Or. 29th Jan, General.—Stevens & Co.

NVNUENTUNG, German str., 832, C. Gosewisch, 8th Mar.—Sawato 7th March, Ballast.—Merchers & Co.

PHRA CHOM KLAO, British steamer, 1,011, Fowler, 6th March.—Bangkok 24th Feb, Rice.—Butterfield & Swire.

PHRA CHULA CHOM KLAO, British steamer, 1,011, E. M. McLellan, 10th March.—Bangkok 2nd Mar, Rice.—Butterfield & Swire.

PHRA NANG, German steamer, 1,021, A. S. Calder, 10th Mar.—Bangkok 1st March and Sawato 9th, Rice.—Melchers & Co.

RATHO, British steamer, 2,795, Nisbet, 5th Mar.—Barry 13th Jan, and Singapore 23rd Feb, Coals.—Dodwell & Co. Ltd.

SIAM, British steamer, 999, E. F. Stovell, 12th Mar.—Bangkok 4th March, General.—Bradley & Co.

TAICHOW, German steamer, 800, W. Rehner, 9th Mar.—Bangkok 2nd Mar, Rice and General.—Butterfield & Swire.

TAIYUAN, British steamer, 1,459, R. Nelson, 10th Mar.—Melbourne 8th February, and Manila 7th Mar, General.—Butterfield & Swire.

TAKSANG, British steamer, 977, Baker, 18th Mar.—Bangkok 2nd Mar, Rice.—Jardine, Matheson & Co.

TELEMACHUS, British steamer, 1,366, P. S. Primrose, 10th Mar.—Saigon 5th Mar, Rice.—Nam Wo & Co.

TETARTOS, German steamer, 1,578, T. Desles, 7th Mar.—Saigon 3rd March, Rice.—Siemssen & Co.

TOSA MARU, Japanese steamer, 3,610, S. J. G. Parsons, 7th Mar.—Seattle via Kobe 1st Mar, Flour, Lumber and Shrimp, &c.—Nippon Yusen Kaisha.

Sailing Vessels.

ADOLPHO BRIO, American ship, 1,262, Ambury, 19th Dec.—New York and Yape, and Chefoo 12th Dec, Oil.—Standard Oil Co.

DUNDEE, British ship, 1,908, Hemmaring, 14th Oct.—New York 29th June, Kerosine Oil.—Standard Oil Co.

ESMERALDA, American schooner, 130, J. Turner, Harrison, 7th Mar.—Manila 27th Feb, General.—Captain.

ULWOOD, British ship, 1,986, Thomas, 1st Dec.—Cardiff via Cape Town 26th Sept, Coal.—Government.

OTTIE C. SMITH, American ship, 45, Riley, 24th Feb.—Yap 14th Feb, Ballast.—Master.

CRIS, British schooner, 206, Wright, 4th Mar.—from Carnarvon, Sandal Wood.—Siemssen & Co.

OTHARI, Italian bark, 972, Bozzo, 15th Jan.—from Callao, Ballast.—Order.

MADAGASCAR, British 4-masted barque, 1,997, H. Smith, 4th Mar.—from New York, Oil.—Standard Oil Co.

MERCURY, German schooner, 52, Warnes, 23rd Feb.—Yap 9th Feb, Ballast.—Siemssen & Co.

ROZAMBIQUE, British ship, 2,395, Robert, Clerance, 14th Feb.—New York 20th Sept, Kerosine.—Standard Oil Co.

RIUELLE, British 4-masted bark, 3,262, D. Steven, 6th Feb.—New York 5th Sept, Kerosine Oil.—Standard Oil Co.

LAUL RIVER, American ship, 1,641, A. Wilson, 20th Feb.—New York 26th June, Oil.—Standard Oil Co.

T. PAUL, American ship, 1,824, Treat, 29th Jan.—New York 9th Sept, Kerosine.—Standard Oil Co.

LEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb, Ballast.—Master.

MALE OF DOON, British bark, 669, J. Petersen, 19th Feb.—Rejang 8th Jan, Timber.—Sander, Wierler & Co.

MEIMEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.—New York 3rd Sept, Case Oil.—Order.

THE BRITANNIC MAJESTY SHIPS ON THE CHINA STATION.

Hongkong, March 13th, 1901.

lacritry, despatch vessel, 1,700 tons, 10-6 p.d. g.f. guns, 3,000 l.h.p., Commander G. G. F. M. Cradock, Hongkong.

igerine, sloop, 1,050 tons, 6 guns, 1,700 l.h.p., Comdr. E. D. Hunt, Singapore.

relutha, British cruiser, 3,400 tons, Capt. J. Startin, Hongkong.

reonaat, British cruiser, 11,000 tons, 16,500 l.h.p., 16-6 inch. g.f. guns, Capt. G. H. Cherry, R.N., en route Shanghai.

stara, British 2nd-class cruiser, 4,300 tons, 7 guns, 1,700 l.h.p., Capt. A. W. Paget, C.M.G., Shanghai.

urora, British cruiser, 5,600 tons, 12 guns, Capt. E. H. Bayly, C.B., Hongkong.

artfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain G. J. S. Wrender, Hongkong.

lenheim, 1st class cruiser, 9,000 tons, 13 guns, 21,411 l.h.p., Capt. Henderson, Hongkong.

nonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 l.h.p., Capt. C. J. G. Sawle, Taku.

limes, gunboat, 1,770 tons, 6 guns, 5,600 l.h.p., Commander Sir Bouchier, Wey, Hant, Hongkong.

lromart, British gunboat, 710 tons, Comdr. P. Walter, Foochow.

enturion, 1st class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, C.B., Hongkong.

zeline, sloop, 1,140 tons, 8 guns, 2,000 l.h.p., Com. C. Winnington-Ingram, Shanghai.

lido, British 2nd-class cruiser, 550 tons, 12 guns, 9,600 l.h.p., Capt. Tillard, Shanghai.

*Fama*, twin screw, torpedo-boat destroyer, 31 tons, 6 guns, 5,400 i.h.p., in reserve.  
*Firebrand*, 3rd class gunboat, 455 tons, 4 guns, 300 i.h.p., Canton.  
*Glory*, 1st class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Captain F. S. Ingelfield, Wosung.  
*Goliath*, 1st class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.  
*Handy*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.  
*Hart*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. J. U. Farie, Shanghai.  
*Hermione*, British cruiser, 4,360 tons, 10 guns, Capt. R. S. D. Cumming, Shanghai.  
*Humber*, storeship, 1,640 tons, 800 i.h.p., Comdr. H. J. Davison, Canton.  
*Isis*, British cruiser, 5,560 tons, Capt. G. M. Henderson, Wel-lai-wel.  
*Janus*, torpedo-boat destroyer, in reserve.  
*Linnet*, twin screw, 21, 736 tons, 2 heavy guns, 6-padders, 870 i.h.p., Commander W. V. Smythe, Hankow.  
*Lizard*, British gunboat, 715 tons, Capt. J. Watson, Canton.  
*Ocean*, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howland, C.B., C.M.G., A.D.C., Hongkong.  
*Orlando*, British cruiser, 5,600 tons, 12 guns, Capt. J. H. Burke, C.B., Shanghai.  
*Otter*, torpedo-boat destroyer, Lieut. and Comdr. C. P. Mansel, Hongkong.  
*Peacock*, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. P. R. Cook, Singapore.  
*Phaon*, British sloop, 1,015 tons, 6 guns, Comdr. R. G. Francis, Hainan.  
*Pigmy*, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Singapore.  
*Pique*, twin screw, and class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.  
*Plover*, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. O. V. de M. Cowper, Shanghai.  
*Redpole*, British gunboat, 855 tons, 6 guns, Lieut.-Com. C. F. Corbett, Shanghai.  
*Robin* British river-gunboat, 2 guns, Lieut. Com. G. G. Webster, West River.  
*Rosie*, British gunboat, 980 tons, 6 guns, Comdr. C. Hamilton, Shanghai.  
*Sandpiper*, British river-gunboat, 2 guns, Lieut. Comdr. Carr, Hongkong.  
*Snipe*, British gunboat, 85 tons, 2 guns, 14 h.p., Lieut. and Commander Oldham, Yangtze.  
*Swift*, gun-vessel, 775 tons, 2 heavy guns, 6-pounders, 870 i.h.p., Hongkong.  
*Taku*, torpedo-boat destroyer, 250 tons, Lieut. Comdr. C. P. Beatty-Pownall, Hongkong.  
*Tamar*, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.  
*Terrible*, British cruiser, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B. Practice.  
*Twined*, coast defence gunboat, 303 tons, 2 guns, 200 i.h.p., in Reserve Hongkong.  
*Undaunted*, 1st class cruiser, 5,500 tons, 11 guns, 8,500 i.h.p., Capt. A. C. Clarke, Singapore.  
*Wallaroo*, British cruiser, 2,575 tons, 8 guns, 7,500 h.p., Capt. F. C. M. Noel, Hongkong.  
*Waterwitch*, surveying-ship, 620 tons, Lieut. Comdr. Lyne, cruising.  
*Whiting*, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Hongkong.  
*Wivern*, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.  
*Woodcock*, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, Kiukiang.  
*Woodrark*, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.  
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

**Miscellaneous.**

*Adamastor*, Portuguese cruiser, 1,757 tons, Capt. Andrew, Macao.  
*Aspern*, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.  
*Holland*, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Captain S. N. Sybrandt, Swatow.  
*Kaiserin Elizabeth*, Austrian cruiser, 8 guns, 5,500 tons, 9,000 i.h.p., Capt. M. V. Eissenan, Shanghai.  
*Koningin Wilhelmina der Nederlanden*, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossum, Swatow.  
*Liberal*, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.  
*Maria Theresa*, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.  
*Piet Hein*, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.  
*Zaire*, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.  
*Zenta*, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.

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**FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.**

**The Russian Squadron.**

*Admiral Korniloff*, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jankovief, at Nagasaki.  
*Admiral Nakhimoff*, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolofsky, at Tientsin.  
*Almaz*, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkskiy, at Nagasaki.  
*Bobr*, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,550 h.p., Captain Dobrovolisky, at Taku.  
*Dimirli Donskoy*, Russian armoured cruiser, 5,923 tons, twin screw, 34 guns, 7,000 i.h.p., Captain Kozlovsky, at Taku.  
*Zaidamak*, Russian, gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikf, at Taku.  
*Gremiatzkiy*, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Mikhashevsky, at Taku.  
*Koreyets*, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.  
*Mandford*, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovief, at Nagasaki.  
*Vavarin*, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.  
*Varyag*, Russian cruiser, 1,334 tons, 12 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.  
*Druzhny*, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Corpiouoff, at Nagasaki.  
*Petrofavllov*, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.  
*Rosria*, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.  
*Sabanyin*, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.  
*Sukrik*, Russian gunboat, 10,940 tons, armoured twin screw, 12 guns, 1st class, 48 guns, 13,500 h.p., Capt. Nuyoff, at Port Arthur.  
*Silatch*, Russian gunboat, 4 guns, 1,300 h.p., Capt. Barronoff, at Nagasaki.  
*Tiety Velky*, Russian battleship, 10,000 tons, 11 guns, 8,500 i.h.p., Capt. Mollas, at Taku.  
*Tsvonich*, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.  
*Uzavebor*, 1st class, Russian torpedo boat, 69

**Vostok**, Russian torpedo gunboat, 4 guns, 6 h.p., Com. Molchousov, at Nagasaki.

**Vсадnik**, Russian torpedo boat, 400 tons, guns, twin screw, 1,500 h.p., Capt. Rogul, at Taku.

**Zabinka**, Russian cruiser, 1,250 tons, 20 guns, 2,000 h.p., Capt. Shkhruf, at Nagasaki.

(1st and 2nd class.)

**Forel**, Russian torpedo boat, 23 tons, 8 guns, 220 h.p., 16 knots.

**Jantchichi**, Russian torpedo boat, 87 tons, guns, 970 h.p., 19 knots.

**Nargen**, Russian torpedo boat, 83 tons, 4 guns, 1,200 h.p., 22 knots.

**Novorossisk**, Russian torpedo boat, 87 tons, guns, 2,000 h.p., 22 knots.

**Podorosnik**, Russian torpedo boat, 23 tons, gun, 220 h.p., 16 knots.

**Sisk**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

**Skorpion**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

**Soolchima**, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

**Sterilda**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

**Strauss**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

**Sunguri**, Russian torpedo boat, 140 tons, guns, 1,800 h.p., 23 knots.

**RUSSIAN TORPEDO FLOTILLA.**  
(SEA GOING.)

**Borgo**, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 23 knots.

**Revel**, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes, 780 h.p., speed 22 knots.

**Ussuri**, 1st class, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

\* Flagship of Vice-Admiral Alexeieff.

\* Flagship of Rear-Admiral F. V. Dubosso.

† Flagship of Rear-Admiral Remnoff.

**THE GERMAN SQUADRON.**

**Brandenburg**, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Hongkong.

**Bussard**, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Shanghai.

\* **Fürst Bismarck**, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.

**Gefion**, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

**Geier**, German cruiser, 1,600 tons, 8 guns, Comdr. Peters, at Taku.

\*\*\* **Hansa**, German cruiser, 6,000 tons, 3 guns, Capt. Pohl, at Tsingtau.

**Hela**, German despatch-veessel, 2,000 tons, 1 gun, Capt. Rampold, at Woosung.

**Hertha**, German cruiser, 6,000 tons, 30 guns, Capt. von Uesedom, at Hongkong.

**Jaguar**, German gunboat, 900 tons, 10 guns, Comdr. Kinderling, at Canton.

**Ilitis**, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Shlamer, at Shanghai.

**Irene**, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.

**Kaiserin Augusta**, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Güllich, at Amoy.

\*\* **Kurfürst Friedrich Wilhelm**, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorf, at Woosung.

**Luchs**, German gunboat, 850 tons, 10 guns, Comdr. Daehlinhardt, at Hongkong.

**Schulze**, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.

**Secador**, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Swatow.

**Tiger**, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai.

**Weissenburg**, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.

**Warth**, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.

**K. F. Wilhelm**, German battleship, at Nagasaki.

**No. 90**, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.

**No. 97**, German torpedo-boat, 360 tons, Capt. Lieut. Pullen, at Hongkong.

**No. 100**, German torpedo-boat, 320 tons, Capt. Flunrich, at Shanghai.

\* Flagship of His Excellency Vice-Admiral Bendemann.

\*\* Flagship of Rear-Admiral Geissler.

\*\*\* Flagship, Rear-Admiral Kirchhoff.

**THE FRENCH SQUADRON.**

**Alouette**, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.

**Amiral Charner**, 2nd-class cruiser, 4,750 tons, Capt. Bathine, Japan.

**Bengali**, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.

**Chassepud Loubat**, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.

**Comete**, gunboat, 600 tons, Capt. Loliel, at Canton.

**Decidue**, gunboat, 690 tons, Capt. Maresubette, at Canton.

\* **D'Entrecasteaux**, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Mardoles, at Taku.

**Descartes**, 2nd class protected cruiser, 4,000 tons, 36 guns 531 i.h.p., Captain Saune, at Amoy.

**Eure**, Dispatch-transport, Capt. Vallée, at Saigon.

**Friant**, gunboat, 693 tons, Capt. Adam, at Shanghai.

**Gutchen**, 1st-class cruiser, 9,000 tons, Capt. Perem, at Shanghai.

**Jean Bart**, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.

**Kersaint**, 3rd class cruiser, 1,300 tons, 13 guns, 2,000 h.p., Capt. de la Motte du Portail, at Saigon.

**Lion**, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.

**Pascal**, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.

**Surprise**, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Morae, at Taku.

**Vipere**, gunboat, 400 tons, Captain G. del Villeneuve, at Hongkong.

\* Flagship of Vice-Admiral Courmelles.

**THE AMERICAN SQUADRON.**

**Albany**, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, en route Manila.

**Bennington**, U.S. gunboat, 1,710 tons, 6 guns, 2,450 h.p., Comdr. C. H. Arnold, at Hongkong.

\* **Brooklyn**, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.

**Callao**, U.S. gunboat, 157 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.

**Cassine**, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.

**Celtic**, U.S. supply-ship, 6,248 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.

**Concord**, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Hongkong.

**Culebra**, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

**Don Juan de Austria**, U.S. gunboat, Capt. T. C. McLean, at Manila.

**Glacier**, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.

**Helena**, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

**Harris**, U.S. distilling-ship, 6,100 tons, 1,300 h.p.,

*Manilla*, U.S. gunboat, 1,077 tons, 2 guns, 7 h.p., Lieut. Comdr. A. P. Naro, at Manila.  
*Marble*, U.S. gunboat, 1,000 tons, 4 guns, 12 guns, Comdr. E. H. Green, at Canton.  
*Monadnock*, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. V. Farenholt, at Shanghai.  
*Mopacacy*, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Tokyo.  
*Monterey*, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. V. Biggs, at Canton.  
*Nanshan*, U.S. collier, Ensign F. E. Ridgel, at Manila.  
*Nashville*, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.  
*Newark*, U.S. cruiser, 4,600 tons, Comdr. M. Calla, at Hongkong.  
*New York*, U.S. cruiser, 4,083 tons, Capt. McCullam, at Manila.  
*Oregon*, 1st-class U.S. battleship, 10,380 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickenson, U.S.N., at Hongkong.  
*Petrel*, U.S. gunboat, 892 tons, 4 guns, 1,000 h.p., Comdr. C. C. Cornwell, at Manila.  
*Princeton*, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.  
*Scindia*, U.S. cruiser, 7,750 tons, Comdr. J. N. Miller, U.S.N., at Hongkong.  
*Solace*, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Shanghai.  
*Wheating*, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.  
*Yorktown*, U.S. gunboat, 1,710 tons, 6 guns, 3,352 h.p., Comdr. C. S. Sperry, at Hongkong.  
*Yosemite*, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.  
*Zafiro*, U.S. dispatch-vessel, Capt. L. A. Cotte, at Manila.

**THE ITALIAN SQUADRON.**  
*Calabria*, Italian cruiser, Taku.  
*Elba*, Italian cruiser, 2,720 tons, Capt. Ceccorulli, Taku.  
*Fiammoca*, Italian cruiser, Capt. Carlo Negr, Shanghai.  
*Stromboli*, Italian cruiser, 3,898 tons, Captain R. Marselli, Hongkong.  
*Vetter Pisani*, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

**RIVER STEAMERS, SHOONERS, AND LORCHAS.**

*Fatshan*, British steamer, 1,425 J. Dickson, Hongkong, Canton, and Macao Steamboat Co.  
*Ho-nan*, British steamer, 1,377, H. D. Jones, Hongkong, Canton, & Macao Steamboat Co.  
*Powan*, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, & Macao Steamboat Co.  
*Hankow*, British steamer, 2,254, C. V. Lloyd, Butterfield & Swire.  
*Hok-long*, Chinese steamer, 409 tons, Captain Li, Chi Wo & Co.  
*Tai-on*, British steamer, 728, J. Lawrence, Canton Steamship Co.  
*Pak Kong*, British steamer, Kwoong Wan S.S. Co.  
*Kong Nam*, British steamer, T. Austin, R.N.R.—Chinese Owned.

**Hongkong and Macao.**  
*Heungshan*, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.  
*Macao and Canton.*  
*Lunghing*, British steamer, 141, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.  
*Kiangtung*, Chinese steamer, 583, Holmes, China Merchant Steam Navigation Co.

**Canton and West River.**  
*Lunghing*, British steamer, 141, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.  
*City of Whampoa*, Chinese steamer, 40, Ah Yon.  
*Sun Chow*, Chinese steamer, Ah Yon.

**Hongkong and West River.**  
*Saikong*, British steamer, 259, D. Bowie, Kwoong Wan Steamship Co.  
*Cheung Kong*, Y. Kun, 58, Kwoong Wan S.S. Co.  
*Kwai Lam*, British steamer, Kai Hing & Co., Ltd., American lorchas.  
*Naming*, British steamer, J. J. Louisa, Hongkong, Canton and Macao Steamboat Co.—J. M. & Co. and B. & S.

**Lorchas and Schooners.**  
*Kutsing*, lorchas, 160, Reynolds, Hongkong to Canton.—Hung Kum Sing.

**Post Office.**

A Mail will close:—  
For Canton—Per *Hankow*, to-morrow, the 14th instant, at 7.30 A.M.  
For Singapore, Penang and Bombay—Per *Disago*, to-morrow, the 14th inst., at 10 A.M.  
For Macao—Per *Heungshan*, to-morrow, the 14th instant, at 1.15 P.M.  
For Canton—Per *Powan*, to-morrow, the 14th instant, at 5 P.M.  
For Chumuck and Samshui—Per *Tung-tong*, on Friday, the 15th inst., at 4 P.M.  
For Swatow, Yap, Friedrich, Wilhelmshafen, Langemabrecht, Herbsthul, Townsville, Brisbane and Sydney—Per *Nuuntung*, on Saturday, the 16th instant, at 10 A.M.  
For Europe, &c., India, via Taurico—Per *Bengal*, on Saturday, the 16th inst., at 11 A.M.  
For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Seattle (U.S.A.)—Per *Tosa Maru*, on Saturday, the 16th instant, at 3 P.M.  
For Shanghai—Per *Pakhoi*, on Saturday, the 6th instant, at 3 P.M.  
For Amoy and Manila—Per *Diamante*, on Saturday, the 16th instant, at 4 P.M.  
For Moji, Kobe and Yokohama—Per *Tarung*, on Saturday, the 16th inst., at 5 P.M.  
For Shanghai—Per *Melpene*, on Monday, the 18th instant, at 4 P.M.  
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Doric*, on Tuesday, the 19th instant, at 11 A.M.  
For Europe, &c., India, via Taurico—Per *Mayern*, on Wednesday, the 20th instant, at 1 A.M.  
For Singapore and Calcutta—Per *China*, on Wednesday, the 20th instant, at 1 P.M.  
For Yokohama and Kobe—Per *Trilete*, on Thursday, the 21st instant, at 1 A.M.  
For Manila, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Taiyuan*, on Tuesday, the 9th April, at 1 P.M.

Printed and Published by **ETHELBERT ORBES SKERTCHLY** for The Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 50, Queen's Road Central, in the City of Victoria, Hongkong.